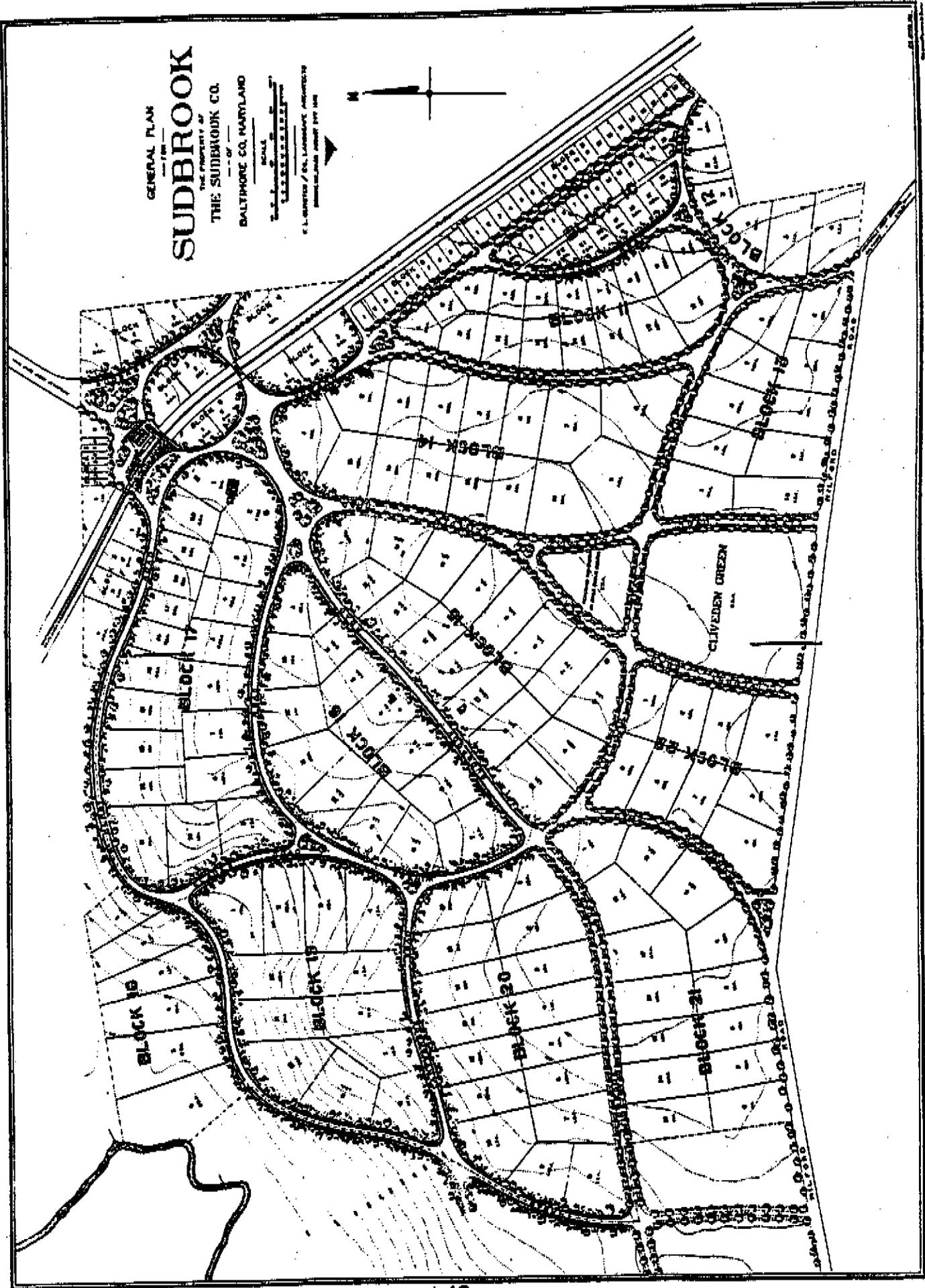


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GENERAL PLAN
FOR
SUDBROOK
THE PROPERTY OF
THE SUDBROOK CO.
OF
BALTIMORE CO. MARYLAND

SCALE
1" = 100'
L. SUDBROOK & CO. ARCHITECTS
BALTIMORE, MARYLAND 1914



Sudbrook - A Brief History

by Melanic Anson (1996)

Sudbrook was designed in 1889 by Frederick Law Olmsted, Sr. (1822-1903), the founder of landscape architecture in America. Olmsted, co-designer of New York City's Central Park, was a visionary who foresaw the trend toward suburban living before it became an established phenomenon. In 1869, he completed a design for Riverside near Chicago, his first suburban village, noting that "no great city can long exist without great suburbs." Riverside, Sudbrook, and Druid Hills (Atlanta) are the only surviving residential designs of Olmsted, Sr. Each was planned to encourage the "harmonious association" of residents and to provide a tranquil "respite for the spirit" -- in contrast to crowded and controlling conditions in cities.

Before becoming a suburban experiment, "Sudbrook" was the estate of James Howard McHenry. McHenry was a gentleman farmer descended from a distinguished Maryland family, who had large land holdings in the Pikeville area in the 1870s. In 1876, McHenry contacted Olmsted about designing a suburban village on his Sudbrook estate, but no plan materialized. Following McHenry's death in 1888, a group of investors from Boston and Philadelphia incorporated as the Sudbrook Company. The Company worked with Olmsted, who was assisted by his adopted son and partner, John Charles Olmsted, to design a suburban community on 204-acres purchased from the McHenry estate.

Olmsted's design for Sudbrook, exceptional for its time, remains a work of art. In an age when streets were arrow-straight, Olmsted's roads were all curvilinear. So unusual were curving roads that the Sudbrook Company initially could not find a surveyor who could lay them out on the ground. Olmsted created a distinct approach and entranceway for Sudbrook and suggested sixteen deed restrictions that governed lot size and setbacks, excluded commercial activities, required acceptable sanitation practices, and limited cows and horses (pigs were prohibited). Although the majority of lots were about an acre, Olmsted also included smaller lots, a practice not common at the time.

Olmsted was particular about trees and vegetation and their placement. He incorporated open green spaces throughout his design, and intended that such areas be used by the community for holiday fetes and informal gatherings. From its earliest days, Sudbrook has used its green spaces for community gatherings and still has parades and festivities to celebrate various holidays.

Olmsted designed Sudbrook as a year-round suburban village and the Sudbrook Company constructed nine "cottages" and an inn to entice potential purchasers to buy immediately and to stimulate further sales. Baltimoreans, however, were slow to accept the idea of residing permanently eight miles from the city, a significant distance before the automobile. From its opening in 1890, Sudbrook (renamed "Sudbrook Park" by its developers) attracted prominent Baltimoreans eager to rent for "the season" (May through October).

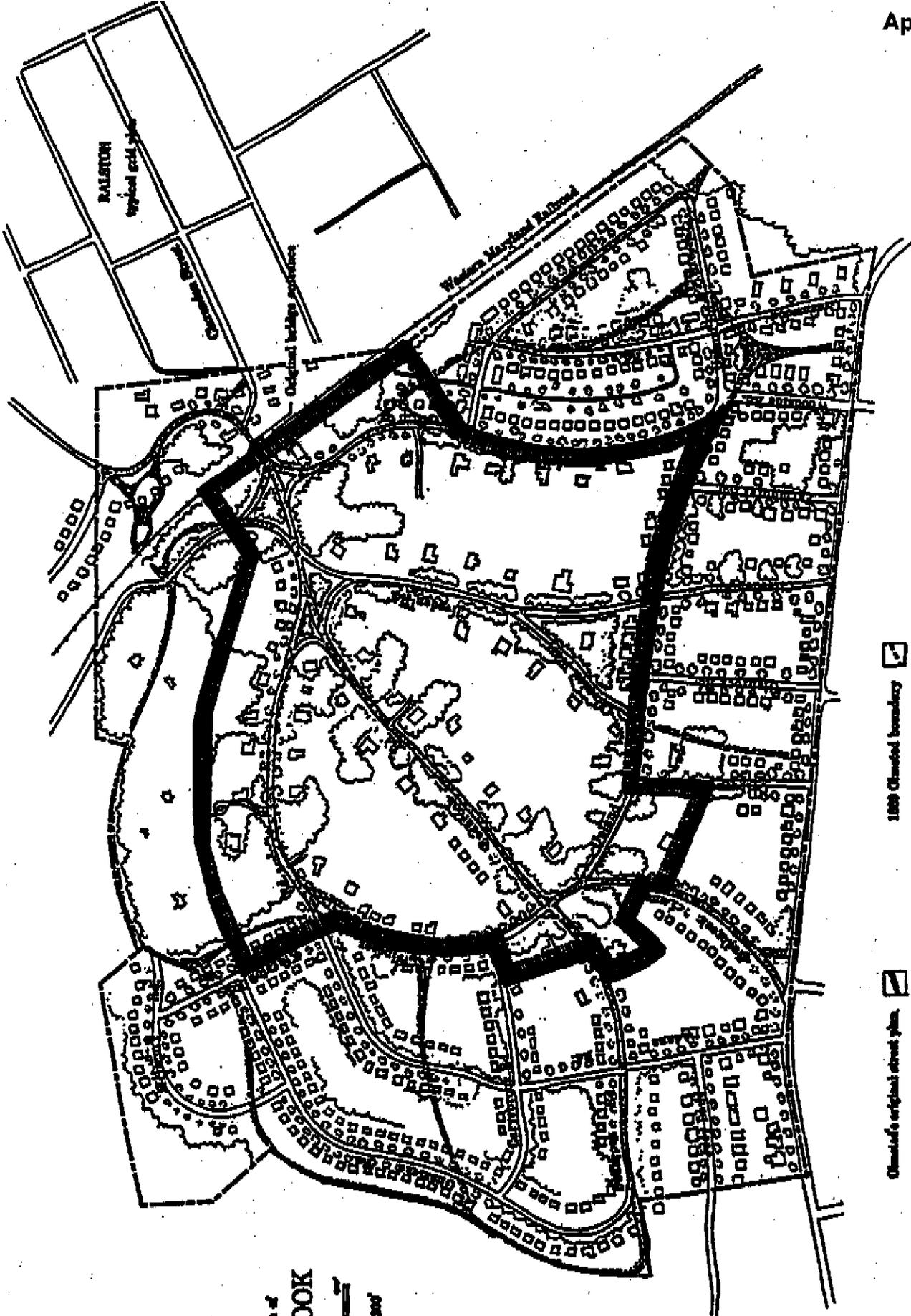
and to stay at the inn, which became the social center of the community. While Sudbrook had a few year-round renters from the beginning and a growing population of permanent residents each year, sales never materialized to the extent anticipated. The Sudbrook Company's inability to sell a substantial number of lots, combined with the popularity of the seasonal hotel -- whose occupants more than doubled the size of the community -- led to Sudbrook Park's early reputation as a "summer community."

By 1898, suburban developments closer to the city, and on electric trolley lines that ran more frequently, began to grow rapidly. One of these suburbs was Roland Park, designed in part by Olmsted's son, Frederick Law Olmsted, Jr. Himperted by Sudbrook's distance from the city and other factors, the Sudbrook Company went out of business around 1910, having overseen the construction of about thirty-five houses. Ten to fifteen more houses had been built by the time the hotel burned in 1926. Further development ceased with the Great Depression of 1929.

From 1939 to 1954, Sudbrook's remaining land was subdivided and hundreds of neo-colonial and cape cod style brick houses were built around the early cottages. Although the new development altered aspects of Olmsted's design, the artful skill of Olmsted's planning principles was powerful enough to mold the diverse parts into a unified whole.

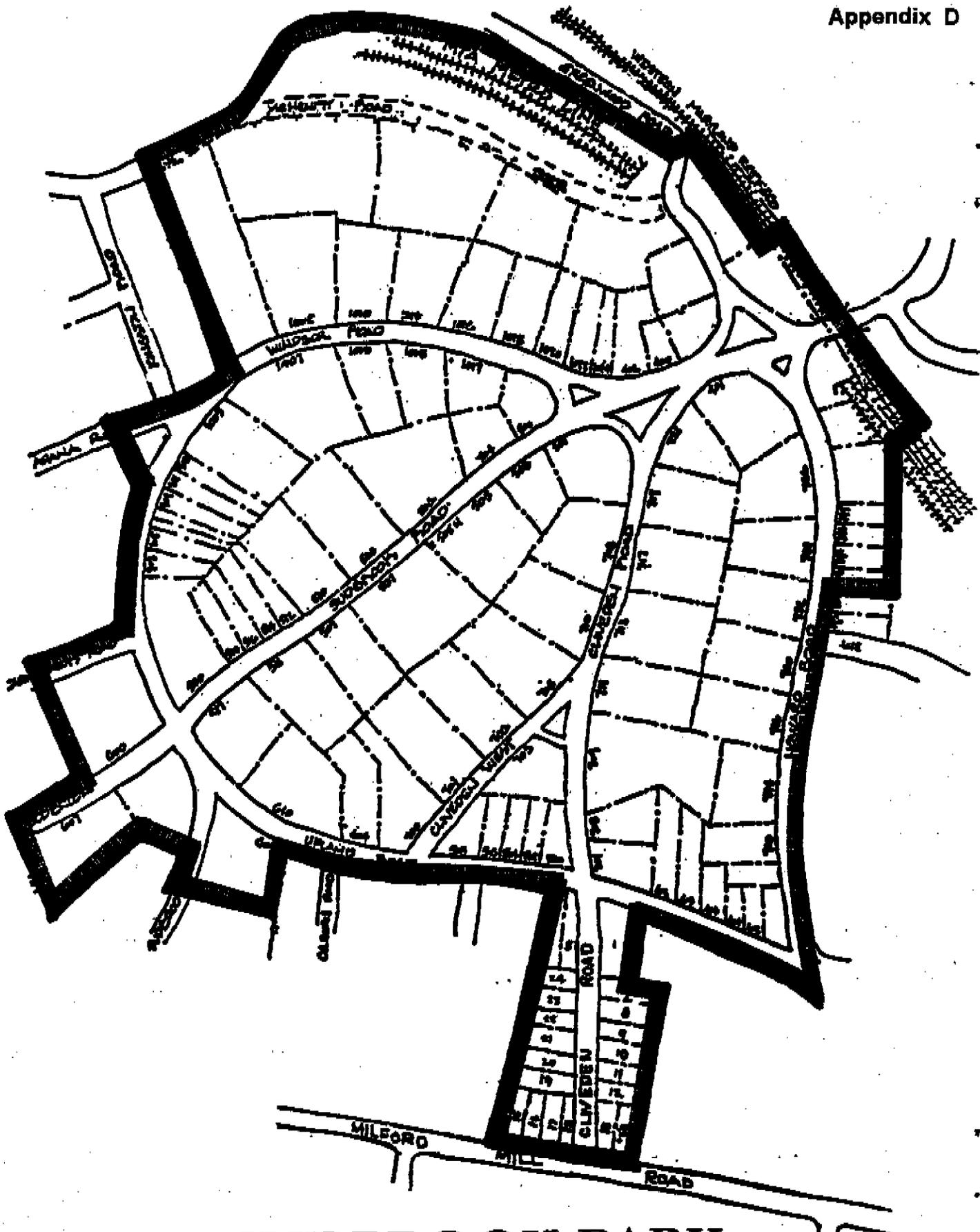
In the 1960's, with no regard for Sudbrook's Olmsted-lineage and national historic significance, the State opted to build a six-lane expressway through the community. After a portion of Sudbrook Park was entered on the National Register of Historic Sites and Places in 1973, the State agreed to delete the section of the highway through Sudbrook. In the late 1970's and early 1980's, the community again mobilized to minimize the adverse impact of a planned rapid transit line through the community. Compromises between Sudbrook and the Mass Transit Administration permitted Sudbrook to retain its narrow gateway bridge (a key element of Olmsted's design), preserve its original street layout, save numerous trees that otherwise would have been felled and negotiate a replanting plan. In 1993, a portion of Sudbrook Park became a recognized Baltimore County Historic District; an addition to this area was made in 1995.

Sudbrook has weathered many changes since it was originally planned as an innovative "suburban village" by America's first and foremost landscape architect. Today, the towering oaks that once formed a massive green umbrella near the entranceway bridge are gone, as is the hotel from another era. What remains is a tribute to Olmsted's vision -- a design that is more than the sum of its parts, more than just artfully designed curvilinear roads, majestic trees, open green spaces, turn-of-the-century and World War II era homes. Thanks to Olmsted's genius and the well-preserved elements of his design, Sudbrook Park remains a cohesive community in the true sense of the word and a "respite for the spirit," as important now as it was 107 years ago.



General Plan of
SUDBROOK
 Scale: 1" = 200'





SUDBROOK PARK

Baltimore County Landmark District Map



View into Sudbrook from entranceway bridge, 1945



View from bridge into Sudbrook, 1996



View of bridge from within Sudbrook, 1960

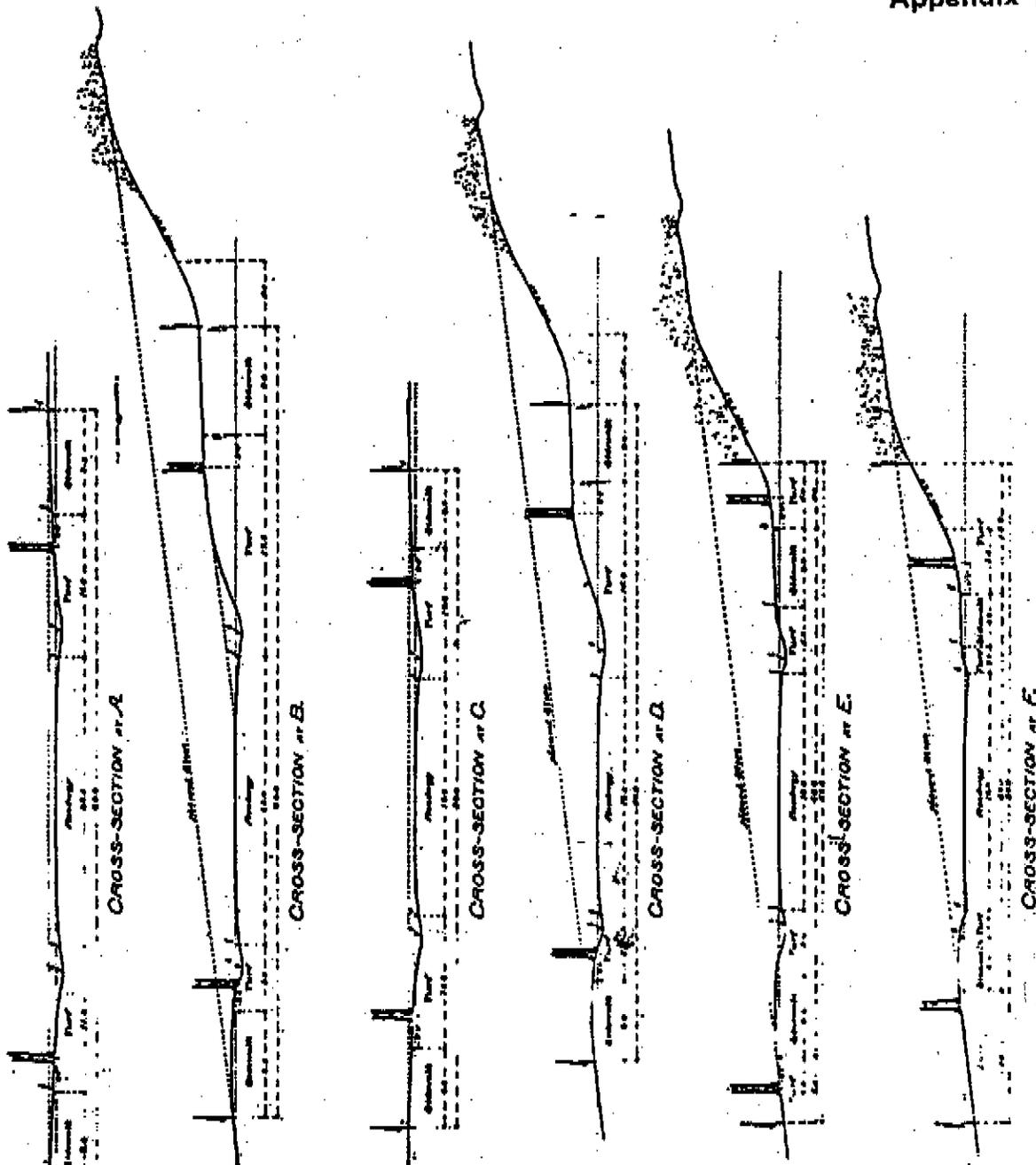


View of bridge from within Sudbrook, 1996

THE SUBBROOK LAND COMPANY OF BALTIMORE CO.

CROSS-SECTIONS FOR ROADS

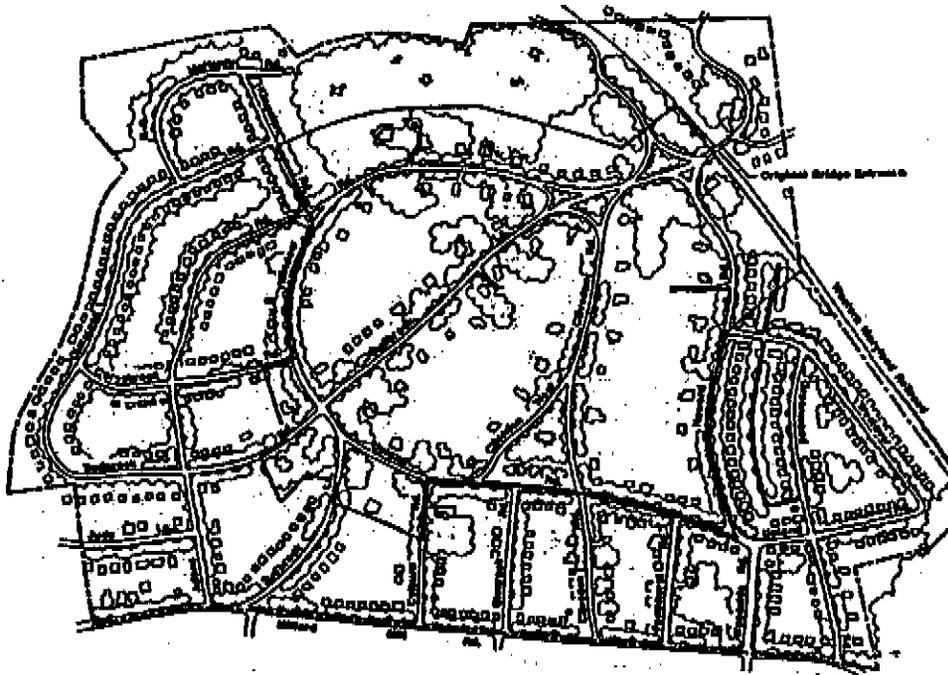
SCALE 3 FEET TO AN INCH
 25' UNBLENDED LIMESTONE CONCRETING MASS



Explanations

- A. Shows the structure of the road as shown in the plan view. The road is shown as a solid line with a dashed line for the shoulder. The road is shown as a solid line with a dashed line for the shoulder. The road is shown as a solid line with a dashed line for the shoulder.
- B. Shows the structure of the road as shown in the plan view. The road is shown as a solid line with a dashed line for the shoulder. The road is shown as a solid line with a dashed line for the shoulder. The road is shown as a solid line with a dashed line for the shoulder.
- C. Shows the structure of the road as shown in the plan view. The road is shown as a solid line with a dashed line for the shoulder. The road is shown as a solid line with a dashed line for the shoulder. The road is shown as a solid line with a dashed line for the shoulder.
- D. Shows the structure of the road as shown in the plan view. The road is shown as a solid line with a dashed line for the shoulder. The road is shown as a solid line with a dashed line for the shoulder. The road is shown as a solid line with a dashed line for the shoulder.
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- F. Shows the structure of the road as shown in the plan view. The road is shown as a solid line with a dashed line for the shoulder. The road is shown as a solid line with a dashed line for the shoulder. The road is shown as a solid line with a dashed line for the shoulder.

SUDBROOK PARK



- 1873 Historic Model Boundary
- 1939 Planned Boundary

From : Second District Scenic
Routes Brochure,
Baltimore County
Office of Planning

To visit a village from a later era, drive through the community of Sudbrook Park, just south of Pikesville. Sudbrook Park, a National Register Historic District, has the distinction of being the only Maryland community planned by America's first landscape architect, Frederick Law Olmsted. One hallmark of an Olmsted design is a distinct entranceway, or "gateway," that defines a community. As the entrance to Sudbrook Park, Olmsted planned the narrow bridge that still spans the railroad tracks. From this bridge, five curvilinear streets branch out gracefully. Olmsted's drawings demonstrate the landscape architect's concern with the establishment of harmonious forms which are consistent with the fixed features of railroad right-of-way, approach roads, and the entry bridge.

Sudbrook Park was designed to offer all the amenities turn-of-the-century urbanites had come to value—large wooded lots, graceful homes on gently curving streets, green open spaces for community activities, and easy commuter access to downtown Baltimore.

The majority of Sudbrook's architecture dates from the mid-1890s to the mid-1910s. Gambrel roofs extending over a porch, polygonal towers, Palladian windows, and a profusion of bay windows are common architectural features. The house at the southeast corner of Sudbrook and Windsor Roads typifies the expansive domestic architecture of the turn of the century. Houses on Sudbrook Road, Cliveden, and Howard Streets also have fine examples of the architecture of this era.

